





## Intimations.

## KELLY &amp; WALSH LD.

NEW BOOKS.

CHINA UNDER THE SEARCH-LIGHT, by W. A. Carnaby	3.50
CHINA AND THE ALLIES, by A. H. Savage-Landor, 2 Vols., Illustrations and Maps	19.00
MISSION PROBLEMS AND MISSION METHODS, in SOUTH CHINA	3.50
SIR HARRY PARKES IN CHINA, Paper by Stanley Lane Poole	1.50
Hongkong, 20th July, 1901.	

NOTES ON SPEECHMAKING, by B. Matthews	1.00
BRASSEY'S NAVAL ANNUAL, 1901	10.00
LAIRD CLOWES NAVAL POCKET BOOK, 1901	3.00
HORSES & STABLES, by Lieut. Gen. Sir F. Fitz Wygram Barr	2.25
SMALL BOAT SAILING: an Explanation of the Management of Small Yachts, &c., by E. F. Knight	3.00
	[690c]

## ESSETS FLUID

VERSUS

## PLAGUE.

What pure Carbolic Acid can do in three hours ESSETS FLUID does in nine minutes.

The microbe or bacillus of bubonic plague grows readily in artificial media and is destroyed by Essets Fluid.

Essets Fluid is superior in every way to pure Carbolic Acid.

## WATKINS LIMITED.

QUEEN'S ROAD.

Hongkong, 6th July, 1901.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the ACCIDENT DEPARTMENT has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS, Local Manager.

10, Des Vaux Road, Central, Hongkong, 23rd May, 1901.

## COTTAM &amp; Co.

JUST ARRIVED.

THE FAVORITE SUMMER COLLAR

12 INCH "LEADER,"

BATH GOWNS,

OVERLAND TRUNKS.

Hongkong, 20th July, 1901.

## Today's Advertisements.

PEAK CLUB.

THE BAND OF THE SECOND BATTALION ROYAL WELSH FUSILIERS will play at the PEAK CLUB, THIS EVENING, the 20th instant.

OWALD D. THOMSON, Hon. Sec.

Hongkong, 20th July, 1901.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"BENGAL,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 3rd August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &amp;c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. All Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 20th July, 1901.

## Intimation.

## A. S. WATSON &amp; Co., LIMITED.

## WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

ST. ESTEPHE	8.98	7.56
ST. JULIEN	9.00	9.60
LA ROSE	12.98	13.92
CHATEAU HAUT BRION	18.60	19.20
LARIVET	21.00	22.20
CHATEAU MOUTON D'AR-		
MAILHAC	25.00	
CHATEAU PONTET CAR-		
NET	30.00	
CHATEAU LA TOUR CAR-		
NET	42.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE		

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape.

## CHATEAU LA TOUR CARNET, CHATEAU RAUZAN AND CHATEAU LAFITE

are commended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON &amp; CO., LIMITED, THE HONGKONG DISPENSARY.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 20, 1901.

## REUTER'S TELEGRAMS.

## PARLIAMENT.

## THE WAR LOAN BILL.

London, July 18th.

The Finance (War Loan) Bill has been read a third time, and passed by 291 votes to 121.

Mr. Chamberlain, replying to the pessimistic criticism of Sir William Harcourt, expressed a sanguine view of the political future. Referring to the war, he believed that the Boers when thoroughly beaten would settle down peacefully.

LATER.

## TRIAL OF EARL RUSSELL.

Earl Russell pleaded guilty to the charge of bigamy, and sentence of three months imprisonment as a first class misdemeanant has been passed upon him. Two hundred peers in their robes were present at the trial which was presided over by Lord Salisbury.

TELEGRAPH RATES TO INDIA. The Chairman of the Eastern Telegraph Company states that there is reason to hope for a substantial reduction in the tariff to India shortly.

## WEATHER REPORT.

The Observatory report says:—On the 20th at 12.10 p.m. the barometer has risen slightly in S. China. Pressure remains high over the N. part of the China Sea, and gradients continue slight with moderate S. monsoon on the China coast. Forecast:—Moderate S. winds; showery.

## LOCAL AND GENERAL.

We notice that the Post Office is trying to rationalize the English language, and announces that the German mail is due on the 22th.

A CONCERT takes place this evening at the Civilian Club and we understand the managing committee have left no stone unturned to ensure its success.

It is stated that Mr. Li Sheng-tai, the present Chinese Minister in Tokyo, is to be replaced by Mr. Tsai Chin, who formerly served as Taotai of Shanghai.

MANILA papers to date report very strong Filipino feeling against the Friars, and there has been much demonstration against them, but so far no violence has occurred.

THE King has graciously announced his intention of presenting the 4th Battalion Royal Welsh Fusiliers (Carnarvon and Merioneth Militia) with a goat from the flock in Windsor Park, to replace the one that died recently.

No doubt a secret of business is to educate your public as to what they want and then provide it. Messrs. Colman & Co. are doing this with great success especially in their new collar stock. The 14 inch "Lender" being the favourite.

THE winner of our Raid Competition was Mr. F. R. Mason, to whom we sent a cheque for fifty dollars. This evening we publish another of the articles, which was sent in by Mr. W. Farmer. As will be seen, the two ran one another very close.

La Fraternidad, the Spanish newspaper, reports a rumour regarding the formation of a league against the religious orders, which will appoint active committees in the Philippine provinces for the opposition of the readmission of the friars to their parishes in the Archipelago.

THE British Consul at Swatow, in his report on the trade of his district, states that 7,39,100 gross of matches were imported during 1900, and all from Japan. In former years British matches were used, then Swedish matches, but these are now entirely supplanted by the Japanese-made product.

It is to be hoped that if cable rates to India are to be substantially reduced in the near future, as intimated by the Chairman of the Eastern Telegraph Company, that the Far East will not be forgotten. Cheap telegraph rates mean cheap news, and cheap news means plenty of it.

THE punishment meted out to Earl Russell by the Peers does not strike one as being a particularly severe one. Of course there may have been extenuating circumstances of which we are not at present aware, but we fancy that a commoner would have been given a longer sentence of imprisonment.

WE shall be obliged if any subscriber or receiver of his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.:

PROGRAMME.	
1. Overture	"Der Freischütz" Weber.
2. Selection	"The Merry Widow" Strauss.
3. Waltz	"The Blue Bird" Maazel.
4. Song	"Sunshine and Rain" Blumenthal.
5. Selection	"The Merry Widow" Strauss.
6. Polka	"The Merry Widow" Strauss.
	"God save the King."

THE Government is evidently far from being upon its last legs when it can pass a War Loan Bill by 291 votes to 121 and we fancy that those pro-Boers who are forever prating of the great anger of the nation at the continuance of the war will not be able to make very much capital out of this affair. The passing of such a bill by a big majority shows plainly that the temper of the nation is for continuing the war to a finish and not one of submission to the impudent demands of the pro-Boer and Little England party.

WE hear that H.M.S. *Waterwitch* is to look for a three-fathom patch reported midway between Nagasaki and the mouth of the Yangtze. This is the spot for which all typhoons seem to make, and it is to be hoped that this pretty little vessel will have the good luck to complete her work without encountering one. A ship of the size and build of the *Waterwitch* would have a very unpleasant time if caught in a typhoon and it seems to us to be a trifling foolhardy to send her to such a spot during the typhoon season.

MANUEL SAGUECO and Diego Puentio, two notorious counterfeiterers were arrested on Calle Acetyeno, Monday, by the Detective Bureau on the 12th inst., says the *New American*. They were dealing in brand New Mexican dollars at 30 cents Mexican apiece. The plant was confiscated and the bureau has \$10 worth of the coins in stock. The die was made from a mixture of the whites of eggs and cigar ashes. The coins seized were cleverly made from white metal and would pass muster but for their weight. Manuel Sagueco ran the mint and Diego passed the coins and they were making a large revenue from their lays out. A secret service man however managed to purchase some from Diego at 30 cents apiece and now they are both awaiting trial.

THE *Manila Times* says:—Five hundred teachers will leave San Francisco on the twenty-seventh of this month to take up their duties in the Philippines. Nearly all are males. No more women will be appointed, at least for the present, as suitable living accommodations cannot be procured in the provinces. Very few houses are available for Americans in the country districts and these are absorbed by the Army. In the progressive city of Dagupan the same conditions exist. Yesterday a male teacher from Dagupan visited General Superintendent of Public Instruction Atkinson and informed the latter that it was impossible to secure quarters for two women teachers recently assigned to Dagupan. As a natural sequence Professor Atkinson has decided to make no more women appointments and has issued a circular letter to the foregoing effect.

IN the typhoon of November last the embankment protecting a number of paddi fields at Tsai Wan Bay, in the New Territory, was damaged. The people owning the fields had the embankment repaired, all agreeing to pay their share of the expense. When the bill was presented, however, Yeung Kwok Shui, a farmer, refused to pay his share of \$57.40 and hence an action was commenced against him for the recovery of the money. Yeung not only denied having agreed to pay his share but also said that the embankment did not protect his fields. In order to settle the dispute Mr. Sercombe Smith, the Acting Chief Justice, and some other Court Officials yesterday went to Tsai Wan and inspected the embankment, enquiring into the subject on the spot from the village elders. The result is that Yeung has been ordered to pay his share and costs. This is a style of ready justice that should appeal to the Chinese. When the Court goes and investigates the matter on the spot it is likely to save a great deal of very trying litigation and an immense amount of hard swearing.

ADMIRAL of the Fleet the Hon. Sir Henry Knapton had the honour of dining with their Majesties on 14th inst., on the occasion of his 92nd birthday. Sir Henry has lived under five sovereigns, and has been a sailor under four, and he was already a lieutenant when the late Queen came to the Throne. It is 22 years since he retired from active service. His services in the Far East are well known to all our readers.

IN California, says a contemporary, tampering with jockeys has become such a scandal that the Californian race authorities have been compelled to take the matter in hand and deal in a summary manner with the riders, as the following extract will tell: "Jockeys are kept closely shut up between races under lock and key. There they are kept, all for their own moral good, of course, innocent of what they are to ride until escorted from the cage to the weighing enclosure and thence into the saddle!"

## FATAL FIRE IN HONGKONG.

This morning occurred one of those appalling accidents that from time to time shock the inhabitants of this Colony. At 2.45 a.m. an alarm of fire was received at No. 5 Police Station (Fire Brigade Station) and within four minutes of the receipt of the alarm the Brigade were on the spot. It was found that the shop, No. 7 of Queen Victoria Street was in full blaze. The hose was quickly run out and the connection made with the street hydrant. Everything promised well at first, as it was seen the fire in the first floor of No. 7 was being subdued. Suddenly, with a roar, the flames burst from the first floor of No. 8, next door. Then the fire Brigade saw they were in for a big thing. They redoubled their efforts, but it was not till Nos. 6, 7, and 8 were gutted from roof to first floor, that the fire was got under, and about 6 this morning an examination of the premises was possible.

In the face of great danger through the falling beams and brickwork, Sergeant Garrod and others made their way into No. 7 and, on reaching the second floor, a ghastly sight met them. Huddled together at the top of the stairs were the remains of six human beings. They were horribly burnt but had all the appearance of their being previously suffocated. It appears probable that, driven from the front of the house by the intense heat and unable to reach the verandah, they made in a body for the roof. At the top of the flight of stairs they were confronted with the wooden flap and unable to raise it and, with the flames below them, there perished miserably like rats in a hole.

No. 7, where the fire originated, is a paper shop where a quantity of fire crackers were kept, the first floor was occupied by the family of the shopkeeper and the second and third floors let as seamen's boarding houses.

The bodies of the victims were removed to the Central Station and found to be:

One male aged about 17 years.

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One female aged about 33 years.

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## WISE AND OTHERWISE.

To all who want a good walk A Healthy Mr. Editor, one that will make them really feel that they have accomplished something, I should say, take the tram to Victoria Gap and then walk down to Pokfulam, on through Aberdeen to Little Hongkong, and back by the Aberdeen Road to Mount Kellett. I tried it the other day and I never felt more pleased with myself in my life. It was a very hard climb up the Peak again and by the time one had got half way up one longed for something iced. Then how one blessed Joo Chamberlain when his road was reached for the fact that it sloped downwards, and led to the Hotel, where we knew that an iced drink was obtainable. If you really want to enjoy something cold, just take the walk prescribed. You feel ready for anything after it—except doing it over again.

Talking of walks, it is a great pity A Walk that one cannot get refreshments in some of our outlying villages. At Kowloon City you can get tea, and very comforting it is after a long, hot tramp, but at Little Hongkong, Stanley and Aberdeen you can get nothing. Could not some enterprising villager be found to supply the want and advertise the fact on a board near his cottage? Then many people who now stop at home would walk out and back, for it is such a nuisance having to carry refreshments with one.

When one looks at the manner Fires, in which our houses are constructed, it is wonderful that we do not have more fires and that those which do occur should be prevented from spreading. The China pine which is used to such a large extent for windows, doors, floors, partitions and beams, and in fact wherever woodwork is required, is about as inflammable a material as could be found. And see the amount of China pine matchboard which one meets with in the ordinary Chinese house. Set fire to it and the whole place is in a blaze in a few minutes. If houses are going to continue to grow in height I fancy we shall have to get some less inflammable material for floors, etc., for a high house, with narrow staircases all composed of this wood is a veritable death-trap in case of fire. The only wonder is that so few lives are lost.

A gentleman writes to Public Opinion suggesting an aluminous mortar which is to fire a sort of football containing a pulley and life line. This is to be brought out by the firemen and the ball fired in at a window of any high building in which people have been trapped by fire. The idea sounds very pretty, but I don't see how it is to work. Would it not be as well to fire a fireman from the mortar as well just to ensure the rope and pulley being properly attached when it is fired into the burning house. A far better idea would be to have the rope and pulley in each room so that it would be ready in case of fire.

By the way, how about our Fire Escapes, fire escapes. If I remember rightly, Captain May called attention some time back to the fact that we had no escapes capable of reaching the upper floors of some of our higher buildings. If this is so and a fire occurs in one of them it will be a poor lookout for the inhabitants of the upper floors if they have their escape cut off by the stairs being alight, as only too often happens. This would be a good thing for the Government to look into. Some of our big blocks would be veritable death-traps if a fire occurred. Each room or floor ought to have some escape of its own, in the shape of an asbestos or rope ladder to be thrown out in case of fire. Probably the inmates would never have them in proper order, but that would be their own fault. Those who were wise would see that these things were kept in order and, in the event of a fire, would escape.

GILAH.

## THE PLAGUE.

Number of cases reported (Chinese) up till noon of the 19th July, 1901	1,485
Number of cases reported (Chinese) during the past 24 hours	51
Number of cases reported (Other Asiatics) up till noon of the 19th July, 1901	28
Number of cases reported (Other Asiatics) during the past 24 hours	4
Number of cases reported (Europeans) up till noon of the 19th July, 1901	0
Number of cases reported (Europeans) during the past 24 hours	0

Total number of cases reported to date 1,571

Number of deaths reported (Chinese) up till noon of the 19th July, 1901	1,451
Number of deaths reported (Chinese) during the past 24 hours	9
Number of deaths reported (Other Asiatics) up till noon of the 19th July, 1901	0
Number of deaths reported (Other Asiatics) during the past 24 hours	0
Number of deaths reported (Europeans) up till noon of the 19th July, 1901	0
Number of deaths reported (Europeans) during the past 24 hours	0

Total number of deaths recorded to date 1,458

Since noon on Saturday last the cases and deaths are:—	
Cases Chinese	12
" Other Asiatics	0
" European	0
Total	12

Deaths Chinese	15
" Other Asiatics	0
" European	0
Total	15

The plague returns for last week were:—

Cases	26
Deaths	21

## THE PROPOSED INCREASE OF THE JAPANESE NAVY.

The *Chuojo*, on the question of the fund for undertaking the further increase of the Japanese navy, says that the second part of the naval extension programme being nearly finished, the necessity of entering upon the third stage of development has been insisted upon. In the near future, the question of undertaking the third period extension will begin to claim the serious attention of the Government and the people. In this essentially maritime age, the nation which possesses the greatest naval strength, occupies the highest position among the Powers. A maritime country like Japan, in order to be the England of the Far East, must hold the supremacy of the seas, in the East. Under the circumstances, the extension of her naval strength is absolutely necessary. Our contemporary, says the *Japan Daily Herald*, therefore states that considering this point, it is not satisfied with the third stage extension only, but believes that a fourth, fifth and sixth stage development will be needed. But the same paper thinks that the question of how to obtain the necessary funds for undertaking the contemplated extension is a matter of the greatest moment. It is highly desirable to carry out the third stage development, but unless there are funds forthcoming it will be impossible to undertake anything. Therefore, prior to preparing for the extension of naval strength, it is essential at first to investigate the sources for obtaining the fund. Our contemporary, however, is positively opposed to the idea of extending Japan's naval strength by reducing the army to half its present strength.



## AT THE MAGISTRACY.

## SCOTLAND'S BURNS.

James Burns, of Scotland, of the s.s. *Dauca*, was sentenced this morning and, on a charge of being drunk, was discharged with a caution.

## OPIMUM CASE.

Chief Excise Officer Spooner missed fire this morning in charging Chan Yau with illegal possession of nine tins of opium. The defendant was discharged.

## STEALING A SHACKLE AND GETTING SHACKLED.

Mr. Simon, chief officer of the s.s. *Sithonia*, charged Luk Man with stealing two screws and a shackle. Luk Man's experience of screws and shackles will be spread over one month in the Hongkong Gaol.

## INSPECTOR COLLETT ON THE WARPATH.

Eighteen men lined up on a charge of gambling preferred by Inspector Collett. The defense was simple—they were not gambling. The first defendant was fined \$10 and the other 17 \$2 each. The fines were paid.

## ABSENT.

Mr. Elmar E. Singleton, of England, failed to appear to answer a charge of assaulting a commission agent. His bail of \$10 was estimated.

## CREW MUTINY AND TURN THE VESSEL ADRIFT.

The following appears in the *Manila Times* of the 12th inst.:

A mutiny, accepted as well founded, was current on the water front yesterday morning to the effect that the crew of the steamer *Belgica* had risen in mutiny while the steamer was loading wood either at Bulang or Zamboanga. It appears that the crew, which is composed of natives, for some reason or other refused to work, and when the Captain attempted to force them to turn to and resume their duties they ignored his orders and became defiant. A general fight ensued in which Captain Velasco, the first officer, chief engineer, and two of the crew were killed. The reports state that the balance of the crew abandoned the ship, which was later found drifting in a helpless condition by a United States gunboat and towed either into the harbour of Zamboanga or Cebu.

The accounts of the mutiny so far received are rather meagre, but the owners of the vessel are now in communication with the authorities at Zamboanga and Cebu.

The *Belgica* is a vessel of 495 tons and carries a crew of 42. She sailed from this port on her present voyage June 8th for Zamboanga. It will be remembered that she left without clearance papers, although this omission was finally rectified by the papers being mailed to the captain.

[Since the above was published in our evening edition yesterday details confirming the shocking news have come to hand.]

On the 13th this paragraph appears in the same paper.

With reference to the startling rumor about Thursday of the mutiny on board the steamer *Belgica*, in which it was stated several of her officers and crew were killed, cablegram received last evening from Zamboanga states that the vessel would sail for Manila direct yesterday. If the rumor current yesterday and as reported in last evening's *Times* is correct, the steamship company's agents at Zamboanga have secured a new captain and crew. Inquiry at Naval headquarters elicits the information that no report has yet been received by them from any of the officers in charge of the gunboats cruising in the vicinity of Zamboanga of a steamer being picked up. It may also be stated that the agents of the steamer in the absence of any telegraphic confirmation of the news are inclined to doubt the rumor. The *Belgica* should arrive in Manila on Sunday if, as stated in the cable above referred to, she left Zamboanga yesterday.

The issue of the 14th, however, contains no mention of the incident, and we therefore give the news as doubtful.

## MURDERERS IN THE PHILIPPINES.

## ILOILO, PANAY, July 3rd, 1901.

Eleven Nabalik murderers, who were confined together in the murderers' cell, in the Cota here, escaped last night, under the most sensational and daring circumstances. They put to sea in a small banca that had been used in hauling stones, and which was left on the beach near the Cota. Their flight was discovered almost immediately and they were within sight of land; a detachment of the prison guard fired several volleys at the escaping assassins, and, from the developments of to-day it is known with excellent results. One of them was washed ashore, drowned, and another came floating in on the afternoon tide with a bullet hole through his head. It is therefore hoped that the boat capsized and that they met with a punishment from the hands of fate that was almost as tragic and certainly more rapid than what might have been inflicted by the law and a gallows, later on—*Manila Times Cor.*

## THE PHILIPPINES.

## MANILA, July 14th.

A report was received through private channels to the effect that General Malvar would like to talk over a surrender. Natives recently arrived from Noyanas state that he sleeps but half a night in one house, so close are the Americans on his heels. It is understood that it is not the policy of the military governor to make overtures, and any time Malvar gets tired of fighting, any corporal of the guard is authorized to receive his surrender.

The activity of the troops in Batangas has forced Malvar to transfer his field of operations to Tayabas. Here again he finds the troops on the alert and giving him chase. The fastnesses of the mountains protect him, but he is finding great difficulty in securing supplies.

Malvar made his boast that he would be the last general to surrender. Luchan is the only one out at the present time, and it would seem that Malvar proposes to keep his word—*New American.*

## BOXING AT MANILA.

Manila's sporting fraternity is awaiting with much interest the coming event, between Walton and Riley at Pasy Market house on the evening of July 22nd, says the *Manila Times*. The management is making every effort for the convenience of its patrons on that date and indications point to a large audience who are promised a good clean exhibition of the game.

Riley on his former appearance with Walton was badly unfit for the go and to his friends the result was not unexpected. For this encounter, however, Riley is training faithfully and is in fine shape for a strong long contest. Walton is, as always, in the pink of condition and ready for the go of his life. That it will be a hard stubbornly fought bout is conceded by the knowing ones and

money will not go begging on either side. A number of bets have already been laid and interest in the match continues to grow warmer as the date approaches.

Watson's victory over Riley added another nickel to his unbroken string of victories and marked Riley's first defeat, who while on the Asiatic Coast added nine successes to his credit.

The preliminary bout between Trevels and Ryan was a lively one, as both are good at mixing up and close in work.

The ring will be one of the features of the contest, it being a solid board raised platform with padded canvas floor and posts and will be regulation in every respect.

## STEAMSHIP SUBSIDIES.

The Select Committee of the House of Commons, which is engaged on an inquiry into the effect on trade of State subsidies to steamship lines, has held several sittings. Sir H. Borge, of the Commercial Department of the Foreign Office, said, in answer to the Chairman, that he thought it might be gathered from the Consular reports that where there was no direct line of British steamers to a particular port British trade was affected. For instance, he thought that in consequence of there being no direct line to Zanzibar, much was lost to British trade. The witness went at length into the figures contained in the Consular reports with regard to India and the colonies, which appeared in show that, while British trade had either practically stood still or fallen off, German and French trade had in many cases largely increased. Asked whether he could explain the increase in the German and French figures, he said he would rather not hazard an opinion. He was aware that German, French, Austrian, and Italian steamers were heavily subsidised, and probably the increase was due to that. Mr. H. Furnell, head of the African Department of the Foreign Office, said he was not able to state from his own knowledge that British trade to East Africa had suffered severely in consequence of transshipment at Aden, but the Foreign Office had received various reports from Sir Arthur Hardinge on the subject, in which he dwelt on the desirability of a direct line being established, to compete with the German East Africa Company. In answer to the Chairman, the witness said that it was difficult to say positively that the increase in German trade with East Africa was solely due to the subsidising of the steamers of the German East Africa Company. There had been a great natural increase in German trade. He conceived that the advantages of a direct line must be great, and if a direct line could not be established without a subsidy, the increase would be largely due to the assistance given by the subsidy.—*L. & C. Express.*

## IS OUR SAILOR A DRUNKARD?

## MR. BULLEN INTERVIEWED.

In Liverpool the other day at a meeting of the Marine Service Association Captain Lamb, a shipmaster of 26 years' experience on the Atlantic, made a speech which, it would seem from the newspaper reports, dropped like a bolt from the blue among the members. The gist of what Captain Lamb said may be quoted:—

"Although I hate all foreigners I prefer them as seamen because of their superior sobriety. The British seaman is a drunkard. The British sailor cannot hold his own because of drink. It is not a question of seamanship, for when he is sober he can be depended upon and can put the foreigner aside, but nine-tenths of the British sailors are drunkards."

"A. St. James's representative has had a 'real conversation' with Mr. Frank T. Bullen, author of 'The Cruise of the Cachalot' and 'The Men of the Merchant Service,' on the subject matter of this speech."

"You are familiar, if anyone is, with the British sailor, Mr. Bullen, and no doubt Capt. Lamb's speech has engaged your attention?"

"Of course it has, and I endorse it. He is about right. I have said the same thing over and over again, and been abused for my pains; but it is true, unhappily true. The British sailor is, generally speaking, a drunkard."

"Sweeping castigation?"

"Not a bit. I have known ships that have actually been delayed for 24 hours in port because the crew were all helplessly drunk."

"Has the temperance movement, which is assumed to be making headway over the country, not progressed among sailors, then?"

"If sailors have improved in this respect since I left the sea I do not know of it. I may mention a case which happened in my own experience. It was that of a tramp steamer. She sailed out of the port of London. Now, what do you think was the state of matters on board the vessel? When she slipped her moorings every man on board, with the exception of the pilot, was the worse for liquor. Officers on deck, sailors in the fore-cabin, engineers in the engine-room, and firemen in the stoke-hole—all were drunk."

"That happened in a steamer," added Mr. Bullen, "but the sailing ship is the hell of the sailor. There are splendid exceptions, but the bulk of sailing ships are under-manned, the men are badly fed and badly housed. Under-manned in steamships does not matter so much, but in a serious affair where huge stretches of canvas have to be dealt with."

"And the British sailor, you think, is quite as bad as he is painted?"

"I do not exaggerate. There is no occasion for it. There is no getting away from the fact that there is no finer seaman in the world than the British sailor; but take the average merchant ship and you will find that on the day of sailing nearly all the seamen go on board rolling drunk. They tumble on board at the last moment. Go down to the docks any day and you will see what happens. You will see the sailors in a drunken state, or in that worse condition when the liquor is dying out of them. The master starts for sea, but he is often obliged to anchor until the men become sober. When they get over their cups the chances are that the master has got to kick them into shape. The British sailor is a tough hand, and with a mixed crew of Englishmen, Scotsmen, and Irishmen a master has a mighty stiff job; and of the three nationalities I confess a depraved Scotsman is worse to control than an Englishman and Irishman rolled into one."

"A new reading of the Scotsman's character, is it not?"

"It may be, yet, it is my experience. This matter of nationality reminds me that on board one vessel I sailed we had a man who came on board drunk in London, and did not turn until we crossed the equator. He was a Swede."

"That opens up another point. Captain, evidently inferred that the foreign seaman was less drunken than the home tar?"

"When foreigners first come to this country and join British ships they are all right, but the peculiar influence of our ships often makes them as bad as the British seaman. Swedes and Norwegians particularly drink as heavily as the British sailors, but they are easier to handle than the British."

"What you have said, I think, applies to three-fourths of the British seamen. What of the Royal Navy?"

"There you have an entirely different condition of things. In the Royal Navy you have

the fine flower of British seafaring. You have discipline. That is the whole secret. In the mercantile marine there is no discipline. What I have said applies only to some tramp steamers and most sailing ships. It does not apply to the Royal Navy or to the great passenger liners. There is an entirely different set of conditions prevailing on board the great liners. A seaman could not be better off than on board a Castle liner, a White Star, or Cunard liner, or a P. and O. boat. On these you have good grub, good wages, and continuity of employment. All the things we want to see made universal the seaman has there. The result is that the men try to keep their berths, and they do not go on board drunk. In the tramp steamer and the sailing ship—and sailing ships are far more numerous than is generally supposed—there is no continuity of service, and the conditions, generally speaking, are such that there is little comfort and no discipline on board. In the Royal Navy, for instance, you have perfect discipline. A seaman knows that as the night follows the day, punishment will follow disobedience. In the mercantile marine a man can do what he likes, and who can punish him?"

"Then, what does this condition of affairs tend to when a seaman is anxious to lift himself out of these drunken and disorderly surroundings?"

"It simply tends in one direction. Either a seaman finds a place in one of the great liners or he leaves the sea altogether. Shipowners and philanthropists may say what they choose, but that is the effect. The life on board the average tramp steamer or sailing ship at present is not worth living."

"The outlook is a hopeless one for the mercantile marine service, in your opinion?"

"Not until the people of this country realise its importance and insist upon its being lifted out of its present condition will the mercantile service be improved. I do not believe there is a civilised country in the world where you will find more ignorance of the condition under which the sailor lives than in Britain. Why, in America, away even in Wisconsin or Colorado, you will find more knowledge of the sailor and his ships than you will in the most populous centres of this country. The British people, in fact, do not realise the immense importance of the mercantile marine to our daily life. They do not understand that if our overseas traffic were suspended for a single week the price of the ordinary loaf would rise to 2s. or more."—*St. James's Gazette.*

## ENGLISH RADICALS AND THE WAR.

The *Daily Telegraph* of the 18th ult. in the course of an article on the pro-Boer cry of "atrocities" by British soldiers, says:—English Radicals cheer Mr. W. Redmond when he denounces the treatment of Boer women and children by British soldiers as "barbarous, outrageous, scandalous, and disgraceful," yet there is not a man or woman familiar with the character and traditions of Tommy Atkins who is not aware that he would at any time go half-starved himself rather than women and children should want for anything he could supply. Mr. Redmond was nearly hooted down for venturing to assert from the Opposition benches that "he had yet to be convinced that there had been brought home, either to His Majesty's Ministers or to our soldiers, any blame worthiness for a state of things the cause of which must be sought for in other directions."

Everybody is anxious that this war should be brought to an end with all possible speed. There are two ways in which it can be done. One is by a recognition on the part of the burghers still in arms that further resistance is not only useless but wicked, and is piling up on the heads of their own kind and kin sufferings the responsibility for which they vainly endeavour to shuffle on to us. This, the natural and expeditious method, will not be promoted by such speeches as were delivered from the Opposition side of the House.

## NAME CLIPPING.

Thanks to the County Council, the street-cry will soon be a thing of the past. Before its abolition becomes quite an accomplished fact may it not serve a useful purpose, nuisance though it be, as a warning to all whose duties enforce the repetition, day after day, and week after week, of the same words? You would think that the one essential point in a coster's cry is to be intelligible, yet this is just the rarest thing to find, and the alterations through which the original call has passed are often very difficult to trace.

One is occasionally filled with admiration for the pluck of the few foreigners who adventure themselves in London omnibuses. How do they manage to distinguish the names of their destination, to recognise "Liverpool Street" or "Hammersmith" in such disguises as "Lippulsey" and "M-smith," or to detect that the proposed route of the vehicle is by the City and the Bank of England when they hear the words "Seddy, Beng, Beng, Beng." Even the country cousins who have mastered enough of the conductor's language to make it comparatively safe for them to go in omnibuses, have been known to mistake the mystic utterance "Ainop" for the name of some distant suburb, until they heard it shouted indifferently by the conductors of "buses going in all directions."

Of railway porters and their curious transformations of the names of stations there are too many well-known examples to require quotation. At their hands the local names of England are gradually undergoing a complete change, for the continual repetition of the same has a twofold result, and it is not easy to know which is doing the most harm. The first, or destructive process, is generally accomplished by cutting off half the word to start with, and in the remainder by sacrificing all the vowels but one, which has to carry the weight of all the consonants.

The second, or reconstructive process, is brought to bear on the names of towns that have local pronunciations differing from the assumed sound of the written name, and it is the railway which has done more than anything to expel such names as "Gleicester" or "Sapstead," which are now almost as often called as they are written, in the full glory of "Girencester" or "Sawbridge-worth." For this kind of change the schoolmaster is primarily responsible, as he is for the substitution of "Durbury" for "Burke," and "clark" for the more actually more correct as well as more usual "Darby." "Barks," and "clark" sound of the "er" combination. It is not the fault of the schoolmaster, nor even of his absence, that has brought about the disfiguring process that we hear so constantly applied to names of places. It is the necessity for continual repetition that causes the gradual changes of vowel-sounds, or the discarding of syllables that are unemphatic, or a little tiresome to shout over and over again. In a street of ordinary length, the itinerant vendors call must be repeated hundreds of times; the omnibus conductor, thanks to the ingenuity with which the painted name of his destination is lost in advertisements, is forced to sing his monotonous song for hours together, and the railway porter has little else to do than to reiterate the name of his station on the arrival of every train, for years on end.—*The Pilot.*

## NOTANDA.

## CALENDAR.

JULY.	
Meteorological means based on fifteen years' observations to 1896.	
Barometer .....	29.738
Thermometer .....	81.6
Humidity .....	83.0
Rainfall .....	14.210
YESTERDAY.	
WEATHER REPORT.	
Barometer .....	29.85
Temperature .....	84
Humidity .....	75
Rainfall .....	0.03

## TO-DAY.

Saturday, 20th July, 1901.

Chinese—5th of 6th moon of 27th year of Kwang-si.

Sun—Rises .....

Sets .....

Moon—In Equator .....

High water—Morning .....

Morning .....

Low water—Morning .....

Morning .....

Afternoon .....

Afternoon .....

ANNIVERSARIES.

1689—Ireland declared independent.

1853—The s.s. *Banko* burnt at Canton.

1868—The Queen Regent of Spain born.

1887—Loss of the s.s. *Panthea* on the Shantung Promontory.

1893—The s.s. *Amoy* run into and sunk by the s.s. *Banfan* in Hongkong harbour.

1897—Sanitary Inspector Howe suspended for receiving bribes.

1899—Fire at 37 and 38 Kiang Street, Singapore, \$427,000 damage.

## TO-MORROW.

Sunday, 21st July, 1901.

Chinese—6th of 6th moon of 27th year of Kwang-si.

Sun—Rises .....

Sets .....

High water—Morning .....

Morning .....

Low water—Morning .....

Morning .....

Afternoon .....

Afternoon .....

## ANNIVERSARIES.

1706—Robert Burns died.

1839—Chinese seizure of British subjects at Macao withdrawn by Lin.

1841—Terrific typhoon in Hongkong; 6 ships lost, 4 ran ashore, 22 dismantled.

1842—Capture of Chinking by the British forces.

1881—Suicide of Commander Scott of H.M.S. *Lafayette* at Shanghai.

1891—Commercial Treaty between China and Japan signed.

1894—Collision between the steamer *Chingtu* and *Kachida Maru* at Wosung.

1899—Japanese steamer *Munobiki Maru* founders off the Barren Islands.

## AGENDA.

## TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis Church, Wanchai:—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

Union Church:—Services, 11 a.m. and 6 p.m.

C. N. Co.'s steamer *Chinkiang* leaves for Iloilo and Cebu.

O. S. K. Co.'s steamer *Daigi Maru* leaves for Tamsui via Swatow and Amoy.

## MONDAY, 22nd.

Cargo ex *Maria Valerie* subject to rent.

Cargo ex *Dingo Maru* subject to rent.

## TUESDAY, 23rd.

4 p.m.—A. L. S. Co.'s steamer *Melpomene* leaves for Shanghai.

5 p.m.—A. L. S. Co.'s *Frans Ferdinand* leaves for Yokohama and Kobe.

5 p.m.—C. M. Co.'s steamer *Perla* leaves for Manila.

Cargo ex *Tientsin* subject to rent.

Cargo ex *Banca* subject to rent.

## WEDNESDAY, 24th.

O. S. K. Co.'s steamer *Maidury Maru* leaves for Amoy via Swatow and Amoy.

Cargo ex *Coronand* subject to rent.

## THURSDAY, 25th.

(About)—N. D. L. steamer *Bayern* leaves for Singapore, Penang, and Colombo.

Cargo ex *Sithonia* subject to rent.

3 p.m.—"Shire" line steamer *Glamorganshire* leaves for Kobe and Yokohama.

## FRIDAY, 26th.

(About)—N. Y. K. steamer *Kanagawa Maru* leaves for Marseilles, London and Antwerp.

## SATURDAY, 27th.

C. N. Co.'s steamer *Tamsui* leaves for Australian Ports.

P. & O. Co.'s steamer *Shanghai* will be despatched for London.

## TUESDAY, 30th.

Noon—T. K. steamer *Hongkong Maru* leaves for San Francisco via Shanghai and Japanese ports.

## WEDNESDAY, 31st.

O. S. K. Co.'s steamer *Anping Maru* leaves at daylight for Foochow via Swatow and Amoy.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:

## July 9th.

Mr. W. G. Elder, late 3rd engineer, *Tatsang*, has been transferred to the *Yikang*.

Mr. J. Smart, acting 3rd engineer, *Yikang*, has signed off.

Mr. Thomas Evans, 2nd officer, *Kiang*, is transferred to the *Laisang*.

Mr. G. C. Purton, late 2nd officer, *Wingsang*, has been transferred to the *Esang*.

Mr. J. Douglas, from leave, has gone 2nd engineer, *Tatsang*.

Mr. H. Cuthbertson, 2nd engineer, *Tatsang*, is awaiting orders.

Mr. P. H. Cowan, chief officer, *Chunghing* is transferred to the *Shanghai*.

CAPTAIN P. GARROCK, late *Paoting*, is transferred to the *Hoihow*.

Captain L. Dawson, *Hoihow*, is transferred to the *Kwaiyang*.

Mr. A. McGill, late acting 2nd engineer, *Shast*, is transferred 3rd engineer, *Tamsui*.

Mr. W. H. Arroll, 3rd engineer, *Tamsui*, is on leave.

## July 10th.

Mr. Smallbrook is promoted from 3rd to 2nd officer of the *Hai-ching*.

Mr. Daniel has gone 2nd officer of the *Hai-ching*.



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 26th July, at Daylight.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.
KINSHU MARU F. J. Horton	(VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA)	MONDAY, 29th July, at 4 P.M.
TAMBA MARU J. W. Vale	KOBE and YOKOHAMA	FRIDAY, 2nd August, at Daylight.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

—Hongkong, 18th July, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, via INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 30th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 24th Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 17th Sept., at Noon.

## THE Twin Screw Steamship

## "HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

—Hongkong, 4th July, 1901.

## THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE, calling also at TACOMA and carrying Cargo on through Bills of Lading to New York, and other points of the United States in connection with the

GREAT NORTHERN RAILWAY CO.'S LINES.

## THE Steamship

"KAISOW," Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

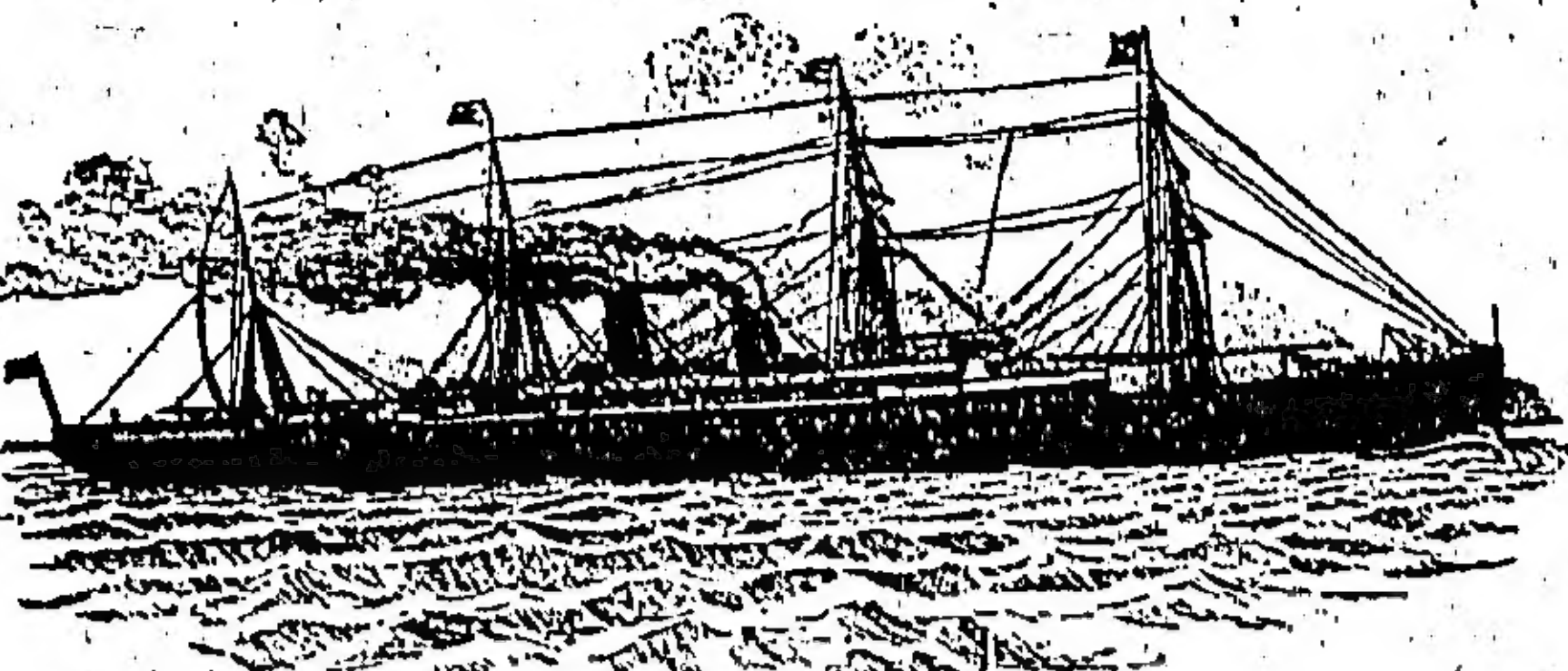
JARDINE, MATHESON &amp; Co., Agents.

Consular Invoices must accompany all Overland Shipments.

—Hongkong, 17th June, 1901.

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIO"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

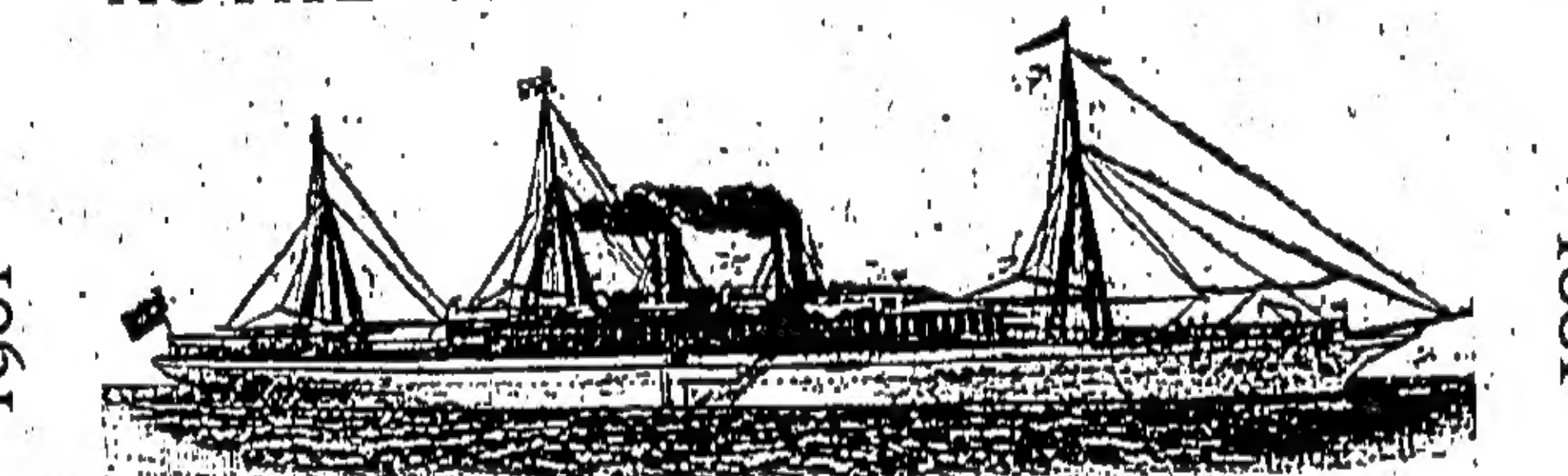
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

—Hongkong, 19th July, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

## THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. ...WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

—Hongkong, 17th July, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WUERZBURG ... Schneider	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	23rd July. Freight.
ACILIA ... v. Döhren	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August. Freight.
ALEXANDRIA ... Porzellus	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	2nd Sept. Freight.
SIBIRIA ... Porzellus	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th Sept. Freight and Passengers.
ANDALUSIA ... Porzellus	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	21st Sept. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

—Hongkong, 19th July, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"NANCHANG"	21st instant.
ILOILO and CEBU	"KASHING"	22nd instant.
MANILA	"TSINAN"	24th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	24th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

—Hongkong, 20th July, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"STENTOR"	15th July.
"	"IDOMENEUS"	7th August.
"	"ORESTES"	13th August.
"	"AJAX"	20th August.
"	"TYDEUS"	26th August.
"	"PYRRHUS"	4th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"ALCINOUS"	23rd July.
"	"DEUCALION"	6th August.
"	"PELEUS"	20th August.
"	"STENTOR"	3rd September.
LIVERPOOL (DIRECT)	"GLAUCUS"	18th July.
(Taking Cargo at LONDON RATES)	"PATROCLUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
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## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE," Captain Matcovich, will leave for the above place, on TUESDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

—Hongkong, 17th July, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"FRANZ FERDINAND," Captain Martinelli, will leave for the above places, on TUESDAY, the 23rd instant, at 5 P.M.

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—Hongkong, 17th July, 1901.

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"PERLA," Captain G. T. Blackland, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

—Hongkong, 17th July, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

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N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

—Hongkong, 29th June, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU," Captain K. Saduki, will be despatched for the above Ports on WEDNESDAY, the 24th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

—Hongkong, 15th July, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port on WEDNESDAY, the 31st instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

—Hongkong, 17th July, 1901.

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK, via PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON" ...about 1st Aug.

"HEATHBURN" ...about 15th Aug.

"JUPITER" ...about 15th Aug.

"SATSUMA" ...

"RICHMOND CASTLE" ...

For Freight and further information, apply to

DODWELL, &amp; Co., LIMITED, Agents.

—Hongkong, 5th July, 1901.

[583c]

## SAILING VESSELS.

## FOR NEW YORK.

THE 3/3 A. I. I. American ship

"MANUEL LLAGUNA" will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co.

—Hongkong, 8th July, 1901.

## FOR NEW YORK.

THE 3/3 A. I. I. American ship

"I. F. CHAPMAN," shortly expected here from KOBE, will load for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co.

—Hongkong, 2nd July, 1901.

[598c]



## THE KING'S FIRST BIRTHDAY.

It was the 9th November, 1901. All Hongkong had attended the grand parade of troops in the Happy Valley in honour of the King's birthday and both troops and public had gone to rest, after a rather tiring day and were sleeping the sleep of the just. Thus the blow fell all the more unexpectedly and like a thunderclap.

Affairs in the North had dragged on in a most unsatisfactory manner throughout the summer. Russia had made herself obnoxious over the Korean affair and had backed up by France. There had been one of the periodical war scares, and the whole of the British fleet had been hurried north to dog the combined French and Russian squadrons and a fine dance they had been led, but matters were supposed to be amicably settled and, hence, nobody expected anything out of the common to happen.

But Russia and France perfectly understood what they were about and had, been, right through the summer, preparing a grand coup which was now to take place. Russia had a reinforcement of a couple of battleships and three cruisers on the way out. They had been dogged as far as Singapore by the East Indian squadron, and from there the scene was over they were allowed to come up the China coast unwatched. France nobly took any account of it. She had been active in Canton and on the West River, but nobody supposed for a minute that her four or five small river gunboats would ever trouble Hongkong. At the same time that the Russian reinforcements for the fleet passed Singapore, three of the Russian Volunteer Fleet went through with troops, but the passage of these vessels through the Straits is of too common occurrence to excite comment.

But under all this lay a network of preparations which nobody dreamed of. The French were sending home a couple of regiments from Saigon and a battery of artillery and these were timed to leave Saigon about the 5th of November. So they did, and what is more, they met the Russian squadron and turned back under easy steam, passing Saigon and coming on towards Hongkong, but keeping well out of the regular track of vessels, in order not to excite suspicion. There were thus two battleships and seven transports, with three fast cruisers on the way to Hongkong, and nobody dreamed of any war cloud being in the air.

Now the French Consul at Hongkong, had been invited to witness a review at Happy Valley, but he sent a public letter, pleading indisposition. This did not however prevent his receiving some twenty or thirty French subjects who came to call at his residence at about four o'clock, and who were closeted with him for fully half-an-hour. One of them on leaving went to the Telegraph Office and dispatched a wire. The rest, accompanied by the Consul, split themselves up into four separate parties and went quietly down to different piers, from which unostentatious launches were steaming away shortly afterwards carrying very merry bathing parties.

Nothing happened until nearly daylight of the tenth—at least nothing so far as anyone in the city knew. Then the whole town was awakened by a tremendous explosion in the direction of Hungnam Docks, followed a few seconds afterwards by several others from the same direction and by similar explosions from the Cosmopolitan Docks. Everybody turned out. The General gave orders to telegraph to Kowloon immediately to find out the cause of the explosions. The Governor gave similar orders, but they were never carried out. The wires were cut.

Then an awful thing happened. It was but some three minutes after the first explosion on the Kowloon side, when there was a deafening roar overhead, and the horror-struck people, as they were rushing out of doors saw that several guns had been posted at Victoria and Magazine Cais, with more along Barker Road, and the whole of them had opened fire simultaneously upon the Barracks, the Naval Yard, and the Ordnance Yard. Bugles were ringing out in the Barracks and officers and men were rushing out to Queen's Road and forming up as quickly as possible, but before anything could be done a sound of sharp musketry firing from the Magazines told that there was trouble in that quarter. It continued for perhaps three minutes and, just as the first company of men was advancing at the double in that direction, a muffled roar told them that one of the Magazines had gone up. The concussion was tremendous; houses collapsed like packs of cards and hundreds of people were crushed in the streets by falling walls and roofs. The ruin was tremendous. Then, one by one, the other magazines exploded and the havoc wrought was fearful. The Volunteer battery attached to the China Sugar Refinery at East Point had mustered and were just on point of marching out, when Ketter Island magazine went up. The sugar works and adjacent houses were blown into dust and the battery was completely buried in the debris. Hardly a house remained standing in every direction, and made the whole City a perfect hell. Hundreds of men, thousands of women and children, were working their way to escape from the ruins of the houses. And then, as if in mockery, Belcher's battery at West Point, opened fire, but not on the guns on the hills. It turned its attention to the Torpedo Depot and Cosmopolitan Docks. As for the men-of-war in port, there was only the *Talbot*, with her engines all to pieces, and the *destroyers*. None of them had steam up and lying right under the hill, they could not bring a gun to bear, at such a great elevation.

In twenty minutes Hongkong had been converted into a mass of ruins. Every Dock, and each had a vessel in it at the time, had had its caisson blown in, wrecking the vessel within and damaging the site to such an extent that it would take months to repair. The guns on Barker Road and at the Cais, had knocked the buildings at the Naval Yard, the Ordnance Yard, and the whole of the Barracks to pieces, besides destroying the Gas and Electric Works. Belcher's had turned its guns on the Torpedo Yard and Cosmopolitan Docks and had completed the wreck which the first explosions had commenced. Then there was a lull for a few minutes before firing recommenced, but this time it was not the guns on the hills that spoke, it was Stonecutters and Kowloon East shelling the heights from the town.

But although the old *Worm* joined in, the guns at the Peak failed to reply, and it was then seen that they were deserted. The remnant of the Garrison which had escaped the general destruction below, and the reinforcement from Kowloon, and Volunteers, made a rush for both Cais and met with no opposition whatever. All they saw was the tall end of a body of men disappearing somewhere far down the Aberdeen Road, and that was all the Garrison of Hongkong saw of the invaders, who withdrew to the ships in waiting and then away with the only couple of transports, which were overtaken and sunk by four destroyers which went in pursuit some couple of hours later.

Previous to leaving, however, the invaders had placed and exploded mines at Tytam, Pokfulam and Wongneichong dams, entirely destroying the water-supply and rendering the efforts of the Fire Brigade in extinguishing the fires absolutely futile, except along the water-front. How it was all brought about was not learnt for a considerable time, but by degrees the

details of the raid leaked out. It seems that the explosions which blew in the caissons of the docks and ruined them completely for the time being, were occasioned by five ordinary Cunches, which had been quietly fitted out at Canton as temporary torpedo boats, and came in answer to the telegram sent off by the French Consul. They excited no suspicion at the time, in fact it is doubtful if they were ever noticed at all. The cutting of the wires throughout the Colony, was carried out by the innocent looking bathing parties, who, it need hardly be said, all withdrew with the French Consul to the foreign ships. This having been done, the rest was comparatively easy. About midnight, men were landed from the warships and troops at different points along the south coast in small parties. These rushed the outlying Police stations, and so well were these orders carried out, that no alarm was raised. As soon as this was done, a fairly large force with field guns was landed and proceeded to the hills overlooking Hongkong, by way of the Aberdeen and Pokfulam Roads. A considerable force was sent round the Island by the Aberdeen Road, and had very little difficulty in rushing Belcher's Battery from the rear, and the turning of its guns on the Cosmopolitan Docks, Torpedo Depot and Barracks of the Hongkong Regiment was easily managed. The only places where any opposition was met with were at Mount Austin Barracks and the Sanitarium at Magazine Cais; but the men at both these places were taken completely by surprise and, being without ammunition, were soon accounted for as soon.

As for the destruction of our Docks, Naval and Ordnance Yards, Barracks, Magazines and the Torpedo Depot was complete. The invaders calmly destroyed the breeches of the guns and retired, having rendered Hongkong practically useless as a base in the war which followed.

As for our store of coal, that was fired during the general confusion by Chinese incendiaries, but for the purpose by the French Consul. The raid was truly awful in its consequences, and its daring simplicity ensured success.

W. FARMER.

## A LIFE FOR A LIFE.

BY A. G. HALES.

The man on the rude bunk in the tattered tent smiled grimly into the priest's eyes. Yet in that one quick smile there was a lifetime of scorn and bitterness, and the priest, looking down with pitying glance on that hard, stern, unyielding face, upon which the twilight of death was fast setting, knew intuitively that a wild and wasteful life was ebbing to its close. He stooped and ran his soft white hand over the brow which carried many a frown that years alone had never placed there, for he who lay dying was a young man still—years are counted, old in adversity and in inquiry.

Outside the tent the night was calm and still, excepting when a burst of rude laughter or a chorus of a song rang out from one of the many groups of soldiers who were gathered around the camp fires of Minter's Gully, for the "boys" were on gold in Kurnalpi, and a day of toil was ended, usually, by a night of riot. The priest looked down upon the broad shoulders, and the white round arms that looked almost womanish in their nudity, and he knew, for he was a man of the world as well as a priest, that the wreck before him was the remnant of an athlete. He did not know the man except by report, and the reputation he had borne was an evil one. He had heard of him as a cynic in his sober moments, and as a savage in his cups. A sneering, reckless, ruthless devil, pottering neither love nor reverence for things human or divine. One who knew no fear and had no faith. Men said he was one who would give his last crust to a starving dog, and his last sneer to a woman—and yet women had liked him as much as the men hated him, and he repaid their liking with careless wooing and mocking contempt, until they said that he was fair to none and faithless to all. And now he was hovering on the very boundary of life's lease.

"You had better leave me, Father. I cannot leave you to die alone, my son. Is there not one man in all the camp whose hand you would like to grasp before the end comes?"

Again that cold smile flashed over the clean-cut face. "Not one, Father, no, not one, neither here nor in all the earth. Do not raise the sinking ship? Friends are true until the bank breaks, then good-bye to friendship. I know, for I have tried them, Father, and I'd rather die alone like a wounded dog than have those I don't believe in with me in an hour like this."

"Is there no woman, my son, whose hands can close your eyes and soothe the last dark hour? Tell me, my son, and no matter whom, or what, she may be, I will bring her to you if she is within my reach."

"A woman, Father? In all God's earth there is not one whose hand could help me now."

"Then let me pray for you, for there is one friend to whom the friendless can turn when earth holds none. You are not of my faith; but as a man and a sinner let me kneel and pray for you! Immortal soul!"

"No, not that, Father. Let me die as I have lived—friendless, faithless, godless, and alone."

"I will not leave you, though you are stubborn in your sin; even to the doors of death I will go with you."

"How long shall I live, Father?"

"Two hours, my son."

"Then let me talk, if you will stay, and have the end come as it will, beneath my pillow, a cup of withered roses and place them in my dead hand."

"It is all, my son."

"It is all, Father."

Then for many minutes the dying man lay still with white set face, looking backwards down the plains and gullies and over the hill-tops of a blasted life, and when he spoke his voice had lost its rough, rude tone, and he talked as a well-bred man of the city talks—

"Shall I take you back with me over twelve long years, Father?"

"And the priest bowed his head, and went on praying silently."

"She was my wife, Father, only a slip of a girl, with a gentle, tender face. I can see her now as I could see her then, smiling in the grace of girlhood, the bonniest, proudest face in all the south land. She loved me then, and I loved her too. I can see the cottage in the hills, the little white cottage that was built like a bird's nest, half shrouded in trees. I can smell, even now, the moss roses and wild geraniums that struggled all over the great wilderness we called our garden, and the hedge of wild fuchsia skirted the road. I can see it now as plainly as I used to see it morning and night as I jumped my horse over it, and the little creek bordered with pear-trees, where I used to sit in the hot noontide in the honeysuckle days, and talk of love, and the future—no, I can see it all, Father."

"And the priest went on with his praying."

"I can see him, too—my first friend. I see him now with his brave good face, looking so kindly in the calm of his unspotted life, and the sight of that face brings back a pain that deadens the anguish of the gunshot wound in my side."

And the priest paused awhile in his praying. "We were friends from boyhood, Father. He was a Churchman, though not your faith, and he stood by my side when my girl wife and I were married, and his lips were first to wish us long life and happiness, and his hand was the first that we clasped as man and wife. He was my friend, and in all the wide earth there was none whom I loved as I loved him, for he had stood between me and trouble from childhood."

"And he wronged you?" murmured the priest with white set face.

"Listen, Father. One night my horse had gone lame with me as I rode homewards, so I threw the bridle over my arm and walked up the hillside, and neither the horse nor my foot-steps made any sound on the deep grass that grew there, so together the old chestnut and I reached a gap in the hedge that faced my bedroom window, and I was passing through when I saw a man standing in the garden, and his head just reached above the window-sill."

"Are you listening, Father?"

"Go on to the end," said the sorrowful voice of the Churchman.

"I saw him, and knew him; it was my friend—the friend of a lifetime. Then the window opened, and my wife leant down; I saw the gleam of the lamp on her bright brown hair, and on the white gown, on her arms and neck as she leant far out of the window. In her hand she held a bunch of roses, the same that now lie beneath my pillow. She raised the roses to her lips, and kissing them, to him, and he, with a light happy laugh, turned with the flowers in his hand and walked with swift flying steps to the gap in the hedge where I stood; and, I, O God—I did not speak. I could not speak; my tongue was as iron in my mouth, and the wild blood of a wild race was singing in my veins."

He stopped with a little start of surprise when he saw me, then came on with outstretched hand, I, dashing his hand aside, felled him to the earth with one blow of my fist, and kicked him as a man kicks a hound that has bitten his hand. Then he staggered to his feet and faced me with his face all bathed in blood; and, being a man, he struck back, and then—I scarcely know how it was done; it was an old wrestling trick I had learnt in the gymnasium—but his back was across my knee, my forearm was across his throat, and I threw all my weight on the curve of his neck. There was a quick sharp sound, as if something in his back had broken. One low, bitter, awful cry left his lips, and he lay dying at my feet."

And the priest went on with his praying.

"Then I picked him up in my arms, as though he had been a child, and with him I took the little bunch of roses, and passing through the house, I carried my burden into my wife's bed-chamber, and threw the man and the flowers at her feet. She, being a woman, understood it all without words. She went down upon her knees by the limp body, taking his face between her hands she pressed it to her bosom and kissed the white lips; whilst I, mad with the madness of a devil untamed, heaped taunts upon her head and his. And I stood by and saw her struggle with her broken load until she placed the dying man upon her bed—her bed and mine—and then she turned, and taking from my pillow, where she had pinned it, a letter, gave it to me with the one word 'courage' on her tongue, and then sped away into the night to bring a physician, who lived close by, and I was left alone with him and the letter she had given me. I read it, and then I went to bed, and then all heaven and hell seemed to open, and the air was full of condemnation. I looked up at last—looked at the form upon the bed, and saw the big black eyes of him I had loved, fixed on my face with such a gaze of yearning love and pity that all the marrow froze within my bones, and with one bitter cry I asked my God to let the hills fall down and cover me. He called my name and I crept close to him. He drew my head down, and he kissed my lips, and out of his love forgave me all, and from the letter in my hand, and from his dying words, I never left, I knew that he had come that night to tell my wife that evening he had won the promise of her dearest friend to be his wife, and she had given him the roses to take as a sweet token of her fond regard, with wishes for a happy, hopeful life."

"And when they came to him and told him that his life was sapped, and that the shroud and not the bridal garb would be his portion, he told them all it was an accident, a horse's blunder in the darkness did it; and then he placed my hand within my wife's and asked her, for the Man of Nazareth's sake, to let the past be buried with him."

"But from that hour to this I've been a vagrant on the face of the earth, a wanderer without friend or resting place. My punishment has never ceased by night or day, and every hour has been to me a living death. I never met a man to call him comrade but he betrayed my trust, and laughed at me until I learned to loathe the very voice of mankind. I have known no woman in these long, accursed years who has not turned when trouble touched me, or else grew weary of me as a passing toy; so I grew weary of the ceaseless pain, and with my own hand I have paid the penalty of the unpardonable crime, for life must be given. Father, place the bunch of roses so that they will hide the gunshot wound through which my life is ebbing. Throw the tent wide open; let me see the camp, my glisten once again. So this must be the ending."

And the priest closed the tired eyelids, and went on with his praying.

## THE OUTLOOK.

## THE BRITISH LOCOMOTIVE.

Most men have their hobby; mine for years past has, says Mr. Herbert Russell, lain in the direction of travelling upon the locomotives of our various express trains. Which fact I mention for other persons to establish my claim to speak with some little degree of knowledge upon the merits and performances of British engines.

Of all the exaggerated nonsense talked about invincible Yankeeism, I think the following paragraph, which I have culled from my evening paper, beats the lot—

"A Consular report just received from Jamaica states that a patriotic but expensive effort has been made to substitute British for American locomotives on the Jamaica Railway. Owing to their constant use without proper attention American locomotives have developed a shortness of steam on the steep grades, and so, under the impression that British makers would turn out better engines, five were ordered from England. One of the new English engines was wasted with five loaded and empty cars, and proved utterly unequal to the task of pulling the cars up a high hill which had been drawing six loaded cars. The American locomotives in use for five years cost about £2,000 each, while the English ones cost nearly £4,000 each."

That this pretty little anecdote emanates from Washington almost goes without saying. But my evening paper quotes it without comment, evidently in the belief that the statements it contains are quite true. And no doubt, most of its readers will implicitly swallow it too.

## TEACHING HIS GRANDMOTHER.

Take this "Consular report" upon its own merits, ye sons of the land of George Stephenson, who gave to the world that same locomotive the Americans will now teach us how to build and use.

Owing to their constant use without proper attention American locomotives have developed a shortness of steam on the steep grades."

It would be interesting to have these "asthmatic symptoms" more definitely described. Absence of proper attention may indeed cause "rattle-boxes to fire, bearing brasses to chatter, or valve glands to blow." But how it can check the generation of steam in a boiler beats all my going wishing to determine.

Had coal misdo it, but this cause could scarcely be construed into want of proper attention. The only other reason which can be assigned for a locomotive losing steam upon a heavy gradient is owing to the boiler being too small to keep the cylinders supplied. To suggest this as the explanation of the American engines' failure in the Consular report would probably be to hit the right nail upon the head. They were doubtless built with very large cylinders, to give them great tractive power; but these would have the effect of exhausting steam faster than the boiler could generate it when hauling big loads up steep banks.

And why should the new English engine prove utterly unequal to performing the task which the short-lived Yankee engine had been accomplishing regularly? It is to be presumed that when the order for the locomotives was placed the character of the work they were required to do would be specified. The Consul simply suggests that British locomotive engineers are incapable of turning out engines that will pull their loads up heavy inclines. If he knows what he is talking about (which seems scarcely possible in a man who speaks of "developing shortness of steam"), then he must be conscious that he is writing, bosh!

THE FACTS ABOUT FOREIGN ORDERS.

The British engineer needs no exponent to apologise for the magnificent steel greyhounds in which he takes an insatiable pride. But for all that, I cannot refrain from challenging the Yankee Consular report in the *la querre spirit*.

We have American locomotives over here, as doubtless this Consul would gleefully remind us. The Midland are working several of them on their road, and I am acquainted with the drivers of two of these.

The Yankee engineering journals exulted when the Midland Company placed their contract with the Baldwin Works. Their cry was that English locomotive practice was now killed by cheaper and superior American production. They forgot to mention, although they do not doubt know, the real reason of these orders coming across the Atlantic. The Midland had occasion to greatly increase its rolling stock. Derby was quite inadequate to promptly coping with the demand; the big private firms which supply many of our railways, such as Messrs. Sharp, Stewart and Co., Messrs. Dubbs, and Stephenson and Son, were chock-a-block with contracts, and would undertake nothing more for a long while ahead.

The Midland had no choice; they wanted locomotives at once, and so they had to go to America for them. They got them cheaper it is true, but they assuredly did not get the better. Their drivers all tell you the same tale. The boilers are big, the heating surface is large, and they make steam well. In this one respect American locomotive practice has undoubtedly been ahead of our own, although we are now turning out engines quite equal to any of theirs in this respect, as witness the huge Great Western structures of the "Waterloo" class.

## A TIN-POC CROCK.

But here the virtues of the Yankee engine cease. The motive works and valve gear are distinctly inferior to that of our own locomotives in design and workmanship, and immeasurably so in quality. One of the Midland drivers assured me that the rods and spindles wear so fast as to keep a man busy most of his time in adjusting them. "Low price and bad stuff," said he with a significant grin. "Give me one of our Derby red-tickers, and I will be buzzing my road up the Lick and racing this lamp-black and tin-pot crock has rusted out of sight upon the scrap heap."

His remark summed up the whole philosophy of the subject. The Yankee engine is cheaper, but the saving is effected by sacrificing the period of its life. Our Consular friend reports the American locomotive in Jamaica as breaking down after five years. As an illustration of the length of life of a British engine, the old "Cornwall" built for the London and North-Western Railway in the "forties," quite recently ran the "West Coast Diner" (the heaviest train in England) from Euston to Preston at express speed. Many of the converted broad-gauge engines on the Great Western are still doing first-class work after a quarter of a century of hard usage. Let us, in the language of Dr. Johnson, clear our minds of cant. The British locomotive is the finest, and certainly is the handsomest, engine in the world. Other countries claim faster trains. France runs the Amiens express, which beats our highest record. But what our pessimists forget, in bewailing such a state of affairs, is the "bulk of traffic." Take your stand upon the platform of any wayward station on one of our great lines, and hour by hour watch express after express go dashing through.

No other country in the world can approach it. America runs the "Empire State Express," which gets the line clear for an hour ahead. France will run twenty at sixty miles an hour to every score of ours that do fifty-five miles an hour. Our drivers know that they can never have a clear road for more than a few minutes ahead, and in this the whole matter of speed is summed up.

Is there anyone who really believes that other countries can run their trains faster because of the superior merits of their locomotives? If so, let me tell them this: Many a time, with the permission of the authorities, have I myself driven the fastest regular train in England (335 ex Paddington), running over 100 miles without stopping. And at the time when we have been thundering over the head of a severely tired man with ten eight-wheeled bogie coaches behind us, each weighing forty-five tons, the engine has been notched up to one-third its valve stroke.

Which means that with such a load and at such a speed the locomotive was only using one-third of the power she was actually generating. To have opened her to her fullest capacity would have been to have made her spit red-hot ashes amid the pouring volumes from her chimney, and to have quickened her speed until the first sharp curve checked her tempestuous flight by a dizzy, headlong plunge off the metal.

Whatever may be the shortcomings of our railways, there must certainly not extend to the British locomotive. The Yankees say our engines cannot keep steam. Well, I have often taken the first half of the "Cornishman" from London to Exeter without a stop, the longest regular run on earth, may it please Brother Jonathan, and have never yet seen the finger of the pressure gauge fall below 145 lbs. to the square inch; even after the terrific pull up the Wellington Bank.

## Consignees.

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE  
THE H.A.L. Steamship

"SITHONIA."  
Captain Burmeister, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

This Steamer brought also the Hongkong Cargo ex H.A.L. s.s. "ARAGONIA" from NEW YORK, which Cargo was transhipped at Singapore.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance will be effected by HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 18th July, 1901. [761c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL."  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Australia* and *Plaza*.

From Australia, ex S.S. *Arctia* and *Australia*.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 18th July, 1901. [762c]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC."

The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 19th July, 1901. [763c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELEK & CO., Agents.

Hongkong, 15th July, 1901. [688c]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Egypt* and *Clyde*.

Goods not cleared by the 23rd instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 17th July, 1901. [764c]

## For Sale.

FOR SALE.  
THE German Steamer  
"WUENCHEN."  
4,530 tons gross, 2,855 tons nett, as she now lies in the COSMOPOLITAN DOCK at Kowloon, Hongkong, in damaged condition, with all her gear, tackle, engines, boilers, machinery and appurtenances now on board. For Particulars and Inspecting Order, apply to  
MELCHERS & CO., Agents,  
NORDDEUTSCHER LLOYD, Hongkong, 48th June, 1901. [679c]

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to  
THE ROBINSON PIANO CO., Hongkong, 27th May, 1901. [565c]

## Announcements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 6th August, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th July to the 6th August inclusive.

By Order of the Board of Directors,  
T. ARNOLD, Secretary.

Hongkong, 16th July, 1901. [733c]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.</



